



# MARAD Update



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## Texas Maritime Academy Receives New Training Ship



**The Next Texas Clipper: USNS Sirius**

Photo Courtesy of U.S. Military Sealift Command

The stage was set for a new Texas Maritime Academy training ship when the USNS *Sirius*, a military replenishment ship, arrived in Galveston on July 1.

Upon arrival, title to the USNS *Sirius* officially transferred from the Military Sealift Command to the Maritime Administration (MARAD). In the fall, it will be assigned as a training ship for the Texas Maritime Academy (of the Texas A&M University at Galveston), and renamed the U.S. Training Ship *Texas Clipper*.

"This ship will be an excellent training platform for our cadets, will give the program room to expand, and foster an increased enrollment in the Maritime Corps of Cadets. The *Sirius* will afford opportunities for use beyond cadet training, and will be the flagship of all the maritime academies," said Dr. Bowen Loftin, Vice President and CEO of TAMUG.

The USNS *Sirius* is a combat stores ship built by a firm in Great Britain. It was originally built as a Royal Navy replenishment ship, and commissioned in 1967 as the RFA *Lyness*,

and later acquired by the U.S. Navy because of the increased logistics demands created by maintaining two carrier battle groups in the Indian Ocean during the Iranian hostage crisis.

On January 1, 1981, the USNS *Sirius* was purchased by the U.S. Navy from the British Royal Fleet Auxiliary, and placed into service with the Military Sealift Command.

Sailing under the flag of the Military Sealift Command, it had been used to replenish other military vessels. It provided such supplies as refrigerated stores, dry provisions, technical and aviation spares, general stores, fleet freight, mail, personnel, and other items needed by the U.S. Armed Forces.

The ship is 524 feet long, has a top speed of 18 knots, and displaces about 16,800 tons.

The "new" *Texas Clipper* replaces the former Training Ship *Texas Clipper II*, which had been in service since 1996. The *Texas Clipper II* was returned to MARAD's National Defense Reserve Fleet.

The soon-to-be ex-*Sirius* will be the third Texas Maritime Academy training ship provided by MARAD; the first was also named *Texas Clipper*. That ship, the former American Export Lines combo liner *Excambion*, served as Texas Maritime Academy's first training ship from 1965 to 1994, and is scheduled to be sunk as an artificial reef off the Texas coast in the near future.

Texas A&M University at Galveston hosts one of six state maritime academies in the United States. The Texas Maritime Academy is the only academy on the Gulf Coast.

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## Change of Command at Unit 206

On July 9, 2005, aboard the Display Ship *Barry* at the Washington Navy Yard, a retirement and change of command ceremony was held honoring Captain Rodney (Rod) G. McFadden, who retired from the U.S. Naval Reserve. He was relieved by Captain Owen J. Doherty.

Captain McFadden was the commanding officer of the Merchant Marine Reserve Operations Command Headquarters (MMROCH), Unit 206, of the U.S. Naval Reserve in Washington, DC.

MMROCH units are selected U.S. Naval Reserve units comprised of Merchant Marine Reserve (MMR) officers and enlisted staff trained to represent the Department of the Navy at the National Shipping Authority (NSA) and other government agencies concerned with the use and control of civilian shipping for military operations.

Captain McFadden graduated from the New York Maritime College (SUNY) at Fort Schuyler, NY, in 1975, with a degree in Marine Transportation and a U.S. Coast Guard Merchant Marine license as Third Mate. He was commissioned by his father, Commander Grafton R. McFadden, USN (Retired), as an Ensign, U.S. Naval Reserve, in July 1975.

From 1975 to 1984, Captain McFadden sailed as a merchant mariner aboard a wide variety of vessels including passenger, tanker, research, offshore supply, ocean towing, container, and breakbulk vessels in jobs ranging from Able Seaman to Master.

In October 1986, Captain McFadden was recalled to active duty as the Program Manager, Merchant Marine Reserve Program at Commander, Naval Surface Reserve Force, New Orleans, LA.

In May 1998, he was selected as the Assistant for Merchant Marine and Maritime Affairs, Chief of Naval Operations (OPNAV N42E) in Washington, DC. In this capacity, he served as the MMR program sponsor, the only officer to date to have served as both Program Manager and Sponsor.



*Left to Right: LCDR Kevin Krick, USNR, Senior Advisor for Maritime Policy, MARAD; CAPT Rodney G. McFadden, USNR, Marine Industrial Analyst, MARAD; and CAPT Owen J. Doherty, USNR, Special Assistant to the Maritime Administrator, MARAD.*

*CAPT McFadden is holding his new commission as a Captain in the United States Maritime Service.*

Released from active duty in July 2001, Captain McFadden was selected as Commanding Officer, MMROCH, Unit 420, in San Francisco. During his tenure, his unit provided chemical, biological, and radiological defense (CBRD) training to over 1,000 merchant mariners and naval reservists and operational support to the National Shipping Authority, Western Region, during Operations Enduring Freedom and Iraqi Freedom.

Captain McFadden became the Commanding Officer of MMROCH 206 in 2003. The unit has supplied continuous support to the Naval Academy's Atlantic Patrol for Training Midshipmen and to the National Shipping Authority's Crisis Management Center in Washington, DC.

Captain McFadden is a Marine Industrial Analyst for the Maritime Administration (MARAD), and is detailed as MARAD's liaison to the U.S. Coast Guard.

Captain McFadden also is an adjunct instructor in Government at George Mason University, Fairfax, VA, and in Seamanship and Navigation at the U. S. Naval Academy.

His personal awards include the Meritorious Service Medal, Navy and Marine Corps Achievement Medal, Naval Unit Commendation, and Outstanding Volunteer Service Medal. He is a member of the New York Maritime College's Alumni Hall of Fame, and is the Secretary of the Washington, DC, Chapter of the Alumni Association.

Captain Doherty is Special Assistant to the Maritime Administrator at MARAD.



## ***MTSNAC Meets in the California State Capitol — Acting Maritime Administrator John Jamian Takes the MTS Message to the State General Assembly***

The Marine Transportation System National Advisory Council (MTSNAC), created to advise the U.S. Secretary of Transportation on intermodal transportation issues, met in Sacramento, California, on May 4 to 5, 2005, to continue the work of refining the Department's SEA-21 proposal and turn its attention to the overall problem of freight system expansion.

The two-day meeting chaired by John Gaughan, former Maritime Administrator, directly addressed the issue of the "international supply chain" and the need to increase the nation's annual freight capacity at the rate equivalent to the current annual capacity handled at the Port of Oakland to meet growth projections. The Port of Oakland currently handles 2 million TEU's (20-foot-equivalent units) of freight per year.

Considerable discussion took place on just how this expansion can take place and the role the MTSNAC and the Department of Transportation will play in facilitating system improvements. Chairman Gaughan spoke of the "appropriateness of the place and timing of the meeting in light of the congestion issues facing the ports of southern California."

MTSNAC will meet again in September to prepare final recommendations to U.S. Secretary of Transportation Norman Y. Mineta addressing system-wide congestion issues.



***Acting Maritime Administrator John Jamian (second from left) and John Gaughan (right), Chairman of the MTSNAC, receive the Joint Member Resolution Proclamation, honoring MTSNAC on its many accomplishments, from California State Senator Alan Lowenthal (second from right), Chairman of the Senate Transportation Subcommittee on California Ports and Goods Movement. On the left is California State Senator Tom Torlakson, Chairman of the Senate Transportation and Housing Committee***

A joint state legislative hearing coincided with the MTSNAC meeting and the California Maritime Transportation Month. The California Legislature has recently focused on the adverse effects of freight congestion on economic growth and steps the state can take to address these issues.

Acting Maritime Administrator John Jamian testified before the Joint Transportation Subcommittee on California Ports and Goods Movement on the topic of "Freight Congestion and Goods Movement." His testimony centered on the proactive steps the Bush Administration is taking to expand our nation's marine transportation system. He told the members of the subcommittee, "By any planning measurement, the SEA-21 proposal is the most aggressive, far reaching, and coordinated effort to upgrade one segment of our national transportation system in over

50 years... Secretary Mineta is fully committed to this initiative, he actually named it, and is working with the White House to expand the proposal."

The next MTSNAC meeting will take place in Memphis from September 27 to 28, 2005. MTSNAC teams will continue to meet throughout the summer to refine their proposals and prepare for the fall meeting.

## ***Maritime Administration Changes E-Mail Address Protocol***

In keeping with efforts to improve efficiency, the Department of Transportation (DOT) is now consolidating information technology (IT) functions for modes operating under the DOT structure.

E-mail and server consolidation are a few of the key IT items involved in the consolidation project. On this basis, all MARAD e-mail addresses have now been switched to a new format.

Old addresses were formatted "first name.last name@marad.dot.gov."

The new format will be "[first name.last name@dot.gov](mailto:first name.last name@dot.gov)."

Address books should be updated as soon as possible; however, there will be an overlap period during which both the old and the new formats will be acceptable.

### ***Sea Fever***

I must go down to the seas again, to the lonely sea and the sky,  
And all I ask is a tall ship and a star to steer her by,  
And the wheel's kick and the wind's song and the white sail's shaking,  
And a gray mist on the sea's face, and a gray dawn breaking.

I must go down to the seas again, for the call of the running tide  
Is a wild call and a clear call that may not be denied;  
And all I ask is a windy day with the white clouds flying,  
And the flung spray and the blown spume, and the sea-gulls crying.

I must go down to the seas again, to the vagrant gypsy life,  
To the gull's way and the whale's way, where the wind's like a whetted knife;  
And all I ask is a merry yarn from a laughing fellow-rover,  
And quiet sleep and a sweet dream when the long trick's over.

John Masefield

## ***MARAD Update***

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